

FE 93

WIRE DRAG

Diagram No. 1217-2 & 1219-2

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey Wire Drag
Field No. PBS-4150-WD
Office No..... FE-93WD

LOCALITY

State New Jersey
General Locality Atlantic Ocean
Locality Off New Jersey Coast

19 50

CHIEF OF PARTY

G.R. Fish

LIBRARY & ARCHIVES

DATE May 16, 1951

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.2 1951

FE 93
WIRE DRAG

FE No.2 1951

FE-93

Diag. Cht. Nos. 1217-2 & 1219-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. PBS-4150-WD Office No. _____

LOCALITY

State New Jersey

General locality Atlantic Ocean

Locality Off New Jersey Coast

194 50

CHIEF OF PARTY

G. R. Fish

LIBRARY & ARCHIVES

DATE MAY 16 1951

B-1870-1 (1)

FE No. 2
1951

DESCRIPTIVE REPORT
TO ACCOMPANY

WIRE DRAG SURVEY FIELD SHEET No.

(PBS - 4150, WD)

Ships PARKER, BOWEN, STIRNI

COMDR. G. R. Fish
Chief of Party

AUTHORITY

This survey was executed in compliance with Supplemental Instructions for Project CS-326 dated 5 March 1948, and 8 April, 12 August and 12 December 1949.

DATE OF SURVEY

The wire drag survey on this sheet began on 23 May 1950 and was completed on 15 June 1950.

SCOPE

This wire drag survey was made to locate and determine the least depth over wrecks and obstructions or to disprove the existence of wrecks and obstructions by wire dragging the area within one mile of the reported position.

The survey was made in accordance with the procedure outlined in Supplemental Instructions dated 5 March 1948 and the Wire Drag Manual.

The wrecks and obstructions surveyed on this sheet and the date of the Supplemental Instructions were:

8 April 1949: Items 41 and 42
23 ~~12~~ August 1949: Items 2, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12 December 1949: Items 66 and 68

CONTROL

Shoran distances from two shoran stations, located at Townsend Inlet Coast Guard Station (Station TOWN) and on the Ritz-Carlton Hotel at Atlantic City, New Jersey (Station RITZ) were used to control all positions on this sheet. The antenna at TOWN was mounted on top of a portable mast 100 feet high and the antenna at RITZ was mounted on a four foot stand on top of the penthouse housing the elevator machinery, elevation about 200 feet.

Station TOWN was located 35.3 meters in azimuth $21^{\circ} 09'$ true from triangulation station TOWNSEND, 1932. Station RITZ was located 11.5 meters in azimuth $172^{\circ} 09'$ true from triangulation station RITZ, 1931.

The shoran sets were calibrated in Lower Chesapeake Bay before beginning field work and the corrections obtained have been applied to the shoran readings recorded in the record books.

SURVEY METHODS

Standard dual control methods were used. The positions of the end buoys were plotted from the ship position by using gyro azimuth bearings and the length of the towline in meters. The length of the towline, in meters, used for plotting purposes was the length of ground wire, in feet, between the towing bridle and the end buoy, plus 100 feet, and the sum multiplied by 0.3. Thus when 500 feet of ground wire was used the length of towline for plotting purposes was 180 meters.

Tests for lift were made by the Tender using a graduated lead filled pipe, 3/4" x 10 feet long, attached to a graduated airplane cord and suspended from a small float on which a buoy reel was mounted. The pipe was coated with a mixture of white lead and oil to accurately determine the point of contact with the ground wire. Tests for lift were taken as soon as the drag was towing smoothly and were repeated as thought necessary to take care of changing conditions.

Changing the depth of the upright setting while the drag is in the water is too cumbersome with a Tender the size of the STIRNI and it was found more expedient to take in the drag, reset the uprights aboard ship and put the drag out again. This was no handicap when clearing wrecks but in searching for wrecks or obstructions it meant that in areas of uneven bottom the uprights sometimes had to be set at depths which allowed the drag to ground in the shoaler areas. No difficulty was experienced in towing the grounded drag except where the shoal spot was in the middle of the drag and the water depth was considerably less than the upright setting.

The PARKER was used as the guide vessel, the BOWEN as the end vessel, and the STIRNI as the tender.

FIELD OPERATIONS

Special Reports were written for each wreck during the progress of the field work. These reports and the Obstruction Data sheet give all pertinent information about the individual wrecks or obstructions. Copies of the reports are attached to this report.

Before dragging Wreck No. 240 in latitude 38° 56', longitude 74° 42', a series of sounding lines was run in the vicinity. These soundings are recorded in the guide vessel record and have been corrected for tide and fathometer corrections obtained from current bar checks. The soundings are shown on the boat sheet.

Wreck No. 235 in latitude 39° 07', longitude 74° 33' was located on information obtained from a local fisherman and a fathometer sounding and position was obtained on the wreck before wire dragging in the immediate vicinity. A string of fish pots marked by buoys, immediately west of the wreck and the shoal to the south restricted the area which could be covered by wire drag. The wreck was cleared by towing the drag until it was a few feet from the nearest fish buoy. Between K day and M day additional fish buoys were planted in the area.

only
46ft.
hang
plotted.

Notes were made in the record books when the drag was aground during towing operations. If the drag hung on the bottom the spot was cleared by another drag strip. Charting of the bottom hang was not recommended unless the ground wire was caught and had to be pulled free.

RECORDS

Drag settings were based on predicted tides for Breakwater Harbor and Sandy Hook corrected for time and height on information obtained from the tide tables. Actual tides were furnished by the Washington Office for the vicinity of each wreck and were used to process the records. In this report all references to effective depths, unless otherwise specified, are those indicated in the record books. *True tides shown on wire-drag and wrecks on attached D.S. sections.*

Bar checks were taken to obtain fathometer corrections for the several vessels. The corrections obtained have been applied to soundings recorded in the records.

Tide reducers and lifts have been entered to the nearest 0.5 foot and checked. Drag strip diagrams showing the effective depth in integral feet have been drawn and checked in the record books.

TIDES

Tide gages were not maintained by this party. Hourly heights were furnished by the Washington Office from the gages at Atlantic City and Sandy Hook, New Jersey, and were used to process the records.

OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

Special Reports were written for each wreck during the progress of the field work and copies of these reports are attached to and become a part of this report.

An obstruction data sheet showing the minimum hang and maximum clearance and based on the final corrections is included in this report and the values therein take precedence over the values listed in the special reports.

RECOMMENDATIONS

It is recommended that work on all wrecks and obstructions covered by this sheet be classified as being completed.

G. R. Fish

G. R. Fish
COMDR., USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

OBSTRUCTION DATA SHEET

Survey No. 4150, WD

LOCATION	GENERAL DEPTH FEET	FATH. SDG.	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTRUCTION	REMARKS
39°-01'-13" 74°-39'-19"	37	27.0' 21A 27.5' 22A	25.0	26.2A	24.5 ⁰	1-7B	Item 2 - Wreck No. 237	Wreck -
39°-02'-32" 74°-40'-02"	37	30.0' 60D	32.0	18.4F	30.0 ⁰ 31.5 ⁰	20-31F	Item 5 (1)	Wreck -
39°-01'-38" 74°-40'-46" 1168m	42		39.5	22.6B	37.0	16-21M	Item 5 (2)	Wreckage -
39°-02'-14" 74°-40'-58"	41	on bottom		15B	38.5	44B	Item 5 (3)	Not recommended for charting
39°-05'-00" 74°-37'-46"	51	38.0' 58C	34.5 ⁰	55.8C	33.5 ⁰	1-12C	Item 7 -	Wreck -
39°-05'-00" 74°-37'-30" 39°-05' 74°-37"	42 to 50				33.5 ⁰ 38.5 ⁰ 41.0	1-12C 13C-30C 1D-25D	Item 8 - Item 9 -	Not found - delete from chart
39°-04'-25" 74°-38'-08"	47	40.0' 35C	38.5 ⁰ 38.5 ⁰	31.6C 47.8C	36.5 ⁰	36-42C	Item 6 - Wreck No. 836	Wreck -
39°-03'-30" 74°-39'-28"	43	21.5' 9J	23.0	29J	21.0	18-24J	Item 4 - (1) Wreck No. 727	Wreck -
39°-03'-18" 74°-40'-11"	43	38.5' 45F 36J	35.5 ⁰	34J	34.0	37-42J	Item 4 - (2)	Wreckage -
39°-04'-25" 74°-39'-52" 1302m	40	40.5' 13E	41.0	10E	38.0	10-15M	Item 4 - (3)	Wreckage -

Hang not
shown on
G.S. section.

N.P.

OBSTRUCTION DATA SHEET (Cont'd)
Survey No. 4150, MD

LOCATION	GENERAL DEPTH FEET	FATH. SDG.	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTRUCTION	REMARKS
38°-54'-54" / 74°-23'-00"	93				78.5° 81.0°	1-27G / 28-54G	Item 41 / Wreck No. 239	No obst. found
39°-06'-48" / 74°-32'-51"	53	49.5, 5M, 49.0, 43J	46.0 45.5	39-46K 32M	82 43.0	6-9M	Item 10 / Wreck No. 235	Wreck -
39°-06'-57" / 74°-32'-31"	45		45	26-31K 29-44K	41.5	32-38K	Item 10 / Bottom Grounding	Not recommended N.P. for charting
39°-08'-42" / 74°-33'-17"	52	47.8° 8K, 48.0, 9K	51.0	5.8K	45.5	14-20K	Item 11 / Wreck No. 837	Wreck -
39°-11'-48" / 74°-31'-00"	53				47.0 47.5 49.0	1-23N / 24-49N	Item 12 /	No obst. found
39°-14'-42" / 74°-22'-50"	56	41.5, 23Q	43.0	21.4Q	41.0	1-8Q	Item 66 / Wreck No. 600	Wreck -
39°-17'-32" / 74°-21'-21"	44	40.0, 27P	40.5	24.6P	39.0	35-43P	Item 68 /	Wreck -
38°-56'-38" / 74°-41'-47"	48	37.0, 46L	39.0	44L	36.0	47-54L	Item 42 / Wreck No. 240	Part of wreck (1)
38°-56'-29" / 74°-41'-57"	48		36.0	53.4L	33.0	28-37L	Item 42 / Wreck No. 240	Part of wreck (2)

STATISTICS FOR SHEET NO. _____ (PBS-WD-4150)
 Ships PARKER, BOWEN, STIRNI (Project CS-326)

<u>Date</u> 1950	<u>Day</u> <u>Letter</u>	<u>Stat.Mi.</u> <u>Wire Drag</u>	<u>Number</u> <u>Positions</u>	<u>No.</u> <u>H.L.</u>	<u>Soundings</u> <u>Fath.</u>
23 May	A	3.4	28	—	3
24 May	B	5.2	46	--	2
25 May	C	7.1	58	—	2
26 May	D	8.6	60	—	4
27 May	E	2.2	23	—	1
1 June	F	4.6	45	--	2
2 June	G	6.2	55	—	—
3 June	H	5.0	33	2	2
5 June	J	5.2	43	—	3
6 June	K	4.0	43	--	2
7 June	L	2.5	34	—	2
8 June	M	2.3	21	—	1
12 June	N	6.7	49	--	--
14 June	P	4.8	43	--	3
15 June	Q	2.4	23	--	1
TOTALS:		70.2	604	2	28

Total square statute miles of area dragged 55.8

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

1 September 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 237, YP No. 387.

This wreck is Item 2 of Supplemental Instructions for Project
CS-326, dated 23 August 1949.

The wreck was located in latitude $39^{\circ}-01'-13''$ ¹⁰, longitude $74^{\circ}-39'-19''$.

A wire drag set at an effective depth of 25.8^0 feet hung and cleared
the wreck.

A wire drag set at an effective depth of 24.8^0 feet cleared the wreck.

It is recommended that a depth of 24 feet be charted for this wreck.

Depths are based on ~~predicted~~ tides for the vicinity.
true

G. R. Fish
COMDR, USC&GS
Comdg. Ships PARKER,
BOWEN, STIRNI

L 392(50)

USCG Receiving Center
Cape May, New Jersey

8 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 240, WILLIAM B. DIGGS.

This wreck is Item 42 of Supplemental Instructions for Project
CS-326, dated 8 April 1949.

There is no 28 foot shoal in latitude $38^{\circ}-56.6'$, longitude $74^{\circ}-41.9'$ as stated in the instructions and as shown on chart 1219. The least depth obtained on a system of sounding lines was 40 feet in latitude $38^{\circ}-56.6'$, longitude $74^{\circ}-41.6'$.
76

Local fisherman state that this wreck has disintegrated. Wreckage was found in two locations.

The wreckage with the least depth was found in latitude $38^{\circ}56'29''$, (2)
longitude $74^{\circ}41'57''$.

A wire drag set at an effective depth of ^{36.0}~~35.5~~ feet hung the wreckage.

A wire drag set at an effective depth of 33.0 feet cleared the wreckage. A shoran fix could not be obtained on the wreckage due to the current pulling the buoys.

It is recommended that a clear depth of 33 feet be charted for this wreckage.

Another clump of wreckage is located in latitude $38^{\circ}56'38''$, (1)
longitude $74^{\circ}41'47''$.

A wire drag set at an effective depth of 39.0 feet hung the wreckage. A shoran position and a fathometer sounding of 37.5 feet were obtained on the wreckage.

A wire drag set at an effective depth of ^{36.0}~~35.5~~ feet cleared the wreckage.

It is recommended that a clear depth of ^{36.0}~~35~~ feet be charted for this wreckage.

Depths are based on predicted tides for the vicinity.

True

1393(50) 89 4.5

The position of "Twenty-Eight Foot Shoal Lighted Bell Buoy "1"
is as follows:

Latitude 38° 56' 35"

Longitude 74° 42' 08"

It is recommended that the 28 foot shoal and wreck now shown
on chart 1219 be deleted.

not found

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

General Delivery, Atlantic City, N. J.

20 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck, Item 68.

This wreck is Item 68 of Supplemental Instructions for Project
CS-326, dated 12 December 1949.

The wreck was located in latitude $39^{\circ} 17' 32''$, longitude $74^{\circ} 21' 21''$.
The wreck appears to be quite widely dispersed for a wire drag hung
hung on the bottom in 44 feet in two points about 1000 feet apart.

A wire drag set at an effective depth of 40.5^0 feet hung the wreck.

A wire drag set at an effective depth of 39.0 ~~38.5~~ feet cleared the wreck. A
fathometer sounding of 39.5 feet was obtained on the wreck.

Depths are based on predicted tides for the vicinity.
true

G. R. Fish, Comdr., C&GS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

1416(50) item H

Ships PARKER, BOWEN, STIRNI
General Delivery
Atlantic City, N. J.

20 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Department of Commerce Bldg.
Washington 25, D. C.

Subject: Special Report on Wreck 600

This wreck is Item 66 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

This wreck is located in latitude $39^{\circ}14'42''$, longitude $74^{\circ}22'50''$.

A wire drag set at an effective depth of 43.0 feet hung the wreck.

A wire drag set at an effective depth of 40.5° feet cleared the wreck. In 1938 this wreck was cleared at an effective depth of 39 feet.

It is recommended that the charted depth for this wreck be changed to 40° feet.

Depths are based on ~~predicted~~ ⁴¹ ~~tides~~ ^{true} for the vicinity.

G. R. Fish
COMDR, USC&GS
Comdg. Ships PARKER,
BOWEN, STIRNI

cc: Supervisor, Eastern District

2416(50) item F

Ships PARKER, BOWEN, STIRNI
General Delivery
Atlantic City, N. J.

20 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Department of Commerce Bldg.
Washington 25, D. C.

Subject: Special Report on Wreck, Item 12

This wreck is Item 12 of Supplemental Instructions for Project CS-326, dated 23 August 1949.

A 78 foot yacht was reported sunk in 1945 in latitude $39^{\circ}11'48''$, longitude $74^{\circ}31'00''$ in a depth of 55 feet. In 1950 a local fisherman from Townsend Inlet was queried and he remembers the yacht burning and has searched for the wreck without success.

An area extending out about $1\frac{1}{2}$ miles from the reported position of the wreck was cleared by wire drag at effective depths of 47 ~~and 48~~ ^{73 48} feet, except where the drag was aground, and no evidence of the wreck was found.

It is recommended that the charted wreck symbol be changed to conform to this information and that no further search be made for this wreck.

Depths are based on predicted tides for the vicinity. ^{True}

G. R. Fish
COMDR, USCGS
Comdg. Ships PARKER,
BOWEN, STIRNI

cc: Supervisor, Eastern District

L 416(50) item 9

USCG Receiving Center
Cape May, New Jersey

8 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 837.

This wreck is Item 11 of Supplemental Instructions for Project CS-326, dated 23 August 1949.

Wreck No. 837 is located in latitude $39^{\circ} 08' 42''$, longitude $74^{\circ} 33' 17''$.

A wire drag set at an effective depth of 51.5^0 feet hung the wreck. A shoran fix and a fathometer sounding of 48.5 feet were obtained on the wreck.

A wire drag set at an effective depth of 45.0 feet cleared the wreck.

It is recommended that a clear depth of 45 feet be charted for this wreck.

Depths are based on predicted tides for the vicinity.
true

G. R. Fish
Commander, USCGCS
Comig. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

1393(50) = 3

General Delivery, Atlantic City, N. J.

12 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 235, MS SALEM.

This wreck is Item 10 of Supplemental Instructions for Project GS-326, dated 23 August 1949.

Wreck No. 235 was found with the aid of a fisherman and is located in latitude $39^{\circ} 06' 48''$, longitude $74^{\circ} 32' 51''$. There are temporary fishing buoys to the north and to the west of the wreck. The buoys are on lines of fish pots. The wreck is on the northwest slope of the shoal ridge extending northeast from Avalon Shoal.

A wire drag set at an effective depth of ^{46.0}~~44.5~~ feet hung the wreck. A fathometer sounding and a shore fix were obtained on the wreck.

A wire drag set at an effective depth of ^{43.0}~~42.5~~ feet cleared the wreck. The drag was towed only a few meters past the wreck due to the presence of a fish buoy north of the wreck and within the drag.

It is recommended that a clear depth of ^{43.0}~~42~~ feet be charted for this wreck.

The wire drag grounded on the bottom in latitude $39^{\circ} 06' 57''$, longitude $74^{\circ} 32' 31''$, at a depth of 45 feet. This spot was cleared by a wire drag set to an effective depth of 40.0 feet. Charting of this grounding is not recommended due to the shallower water to the southeast. } Not plotted

Depths are based on ^{true} predicted tides for the vicinity.

416(50) item J

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

Ships PARKER, BOWEN, STIRNI
U.S. Coast Guard Receiving Center
Cape May, New Jersey

5 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Department of Commerce Bldg.
Washington 25, D. C.

Subject: Special Report on Wreck No. 239, L. B.
SHAW.

This wreck is Item 41 of Supplemental Instructions for Project CS-326, dated 8 April 1949.

The wreck of the L. B. SHAW was reported in latitude 38°54'54", longitude 74°23'00".

An area extending out about 1½ miles from the reported position of the wreck was covered by wire drag set at effective depths of 78.5⁰ and ~~80.5~~ feet, except where the drag was bumping on a shoal. No obstruction was found in the area.

Depths are based on ~~predicted~~ ^{true} tides for the vicinity.

It is recommended that no further search be made for this wreck.

G. R. Fish
COMDR, USC&GS
Comdg. Ships PARKER,
BOWEN, STIRNI

cc: Supervisor, Eastern District

1362(50)

USCG Receiving Center
Cape May, New Jersey

8 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 727.

This wreck is Item 4 of Supplemental Instructions for Project CS-326, dated 23 August 1949.

This wreck was located in latitude 39° 03' 30", longitude 74° 39' 28". (1)

A wire drag set at an effective depth of 23.0 feet hung the wreck. A shoran fix and a fathometer sounding of ~~22.0~~ ^{21.0} feet were obtained on the wreck.

A wire drag set at an effective depth of 21.0 feet cleared the wreck.

It is recommended that a clear depth of 21 feet be charted for this wreck.

Small bits of wreckage were found detached from the main wreck.

One piece of wreckage is in latitude 39° 03' 18", longitude 74° 40' 11". (2)

A wire drag set at an effective depth of ~~33.5~~ ^{34.0} feet hung the wreckage, general depth 33 feet.

A wire drag set at an effective depth of ~~33.5~~ ³⁴ feet cleared the wreckage.

It is recommended that a clear depth of ~~33~~ ³⁴ feet be charted for this vicinity.

Another piece of wreckage is in latitude 39° 04' 25", longitude 74° 39' 52". ^{800 m} (3)
1302 m.

A wire drag set at an effective depth of 40.5 feet hung the wreckage on the bottom.

1393(50) #1

A wire drag set at an effective depth of 38.⁰5 feet cleared the wreckage.

It is recommended that a clear depth of 38 feet be charted for this wreckage.

Depths are based on ~~predicted~~ ^{true} tides for the vicinity.

G. R. Fish
Commander, USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

CC: Supervisor, Eastern District

Ships PARKER, BOWEN, STIRNI
U.S. Coast Guard Receiving Center
Cape May, New Jersey

5 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Department of Commerce Bldg.
Washington 25, D. C.

Subject: Special Report on Wreck (no number), Item 5.

This wreck is ⁽¹⁾Item 5 of Supplemental Instructions for (1)
Project CS-326, dated 23 August 1949.

This wreck was located in latitude $39^{\circ}02'32''$, longitude $74^{\circ}40'02''$.

A wire drag set at an effective depth of 32.0 feet hung the wreck.

A wire drag set at an effective depth of 30.0 feet cleared the wreck. A fathometer sounding of 30.5° feet was obtained on the wreck, which is in about $37\frac{1}{2}$ feet of water..

It is recommended that a depth of 30 feet be charted for this wreck.

A small amount of wreckage, which fouled the ground wire was found in latitude $39^{\circ}01'38''$, longitude $74^{\circ}40'46''$. (2)
 $1142m$ $1168m$

A wire drag set at an effective depth of 40.0 feet hung the wreckage.

A wire drag set at an effective depth of ³⁷36.0 feet cleared the wreckage. The top of the wreckage is only a few feet off the bottom and the drag set at 36.0 feet, effective depth, grounded a short distance to the north of the wreckage.

See letter
6-8-50 of
this D.R.

37
It is recommended that a depth of ~~36~~ 37 feet be charted for this wreckage.

362(50) P 1

Page 2

39° - ? - NWB

The ground wire hung on the bottom in latitude 38°02'14", (3)
longitude 74°40'58". *Hang not plotted on B.S. section.*

A wire drag set at 39.0 feet cleared the area which
has a depth of about 41½ feet.

Charting of this grounding is not recommended.

Depths are based on predicted tides for the vicinity.
True

G. R. Fish
COMDR, USCGC
Comdg. Ships PARKER,
BOWEN, STIRNI

cc: Supervisor, Eastern District

USCG Receiving Center
Cape May, New Jersey

8 June 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Modification to Special Report on Wreck (no number), Item 5.

This letter changes the clear depth over the wreckage reported (2)
in latitude $39^{\circ} 01' 38''$, longitude $74^{\circ} 40' 48''$ in my letter of 5 June
1950 1142 m 1168 m

A wire drag set at an effective depth of 37.5⁰ feet cleared the wreckage. This is a later drag strip than the 36.0 foot clearance reported in my letter of 5 June.

See letter
6-5-50 of
this D.R.

It is recommended that a clear depth of 37 feet be charted for this wreckage.

Depths are based on predicted tides for the vicinity.
True

G. R. Fish
Commander, USCGC
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, East. District

1362 (50) ~~1362~~ 4

USCG Receiving Center, Cape May, N.J.

31 May 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 836.

This wreck is Item 6 of supplemental instructions for Project CS-326, dated 23 August 1949.

The wreck was located in latitude $38^{\circ}-04'-25''$, longitude $74^{\circ}-38'-08''$.

A wire drag set at an effective depth of 38.5^0 feet hung the wreck.

A wire drag set at an effective depth of 37.0^6 feet cleared the wreck.

It is recommended that a depth of 37^6 feet be charted for this wreck.

Depths are based on predicted tides for the vicinity.
True

G. R. Fish
Comdr., USCGS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, Eastern District

6392(50) 1003

Ships PARKER, BOWEN, & STIRNI, U. S. Coast Guard
Receiving Center, Cape May, New Jersey.

31 May 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 602,
Barge WAYNE.

This report covers Items No. 7, 8 and 9 of Supplemental
Instructions dated 23 August 1949.

In 1938 the Coast Survey located a wreck in Latitude 39 05' 00",
Longitude 74 37' 42" Item No. 7. The wreck was relocated by this
party, with a fathometer sounding on top of the wreck, in Latitude
39 05' 00", Longitude 74 37' 46".

A wire drag set at an effective depth of 34.5⁰ feet hung the
wreck.

A wire drag set at an effective depth of 33.5⁰ feet cleared
the wreck. In 1938 the wreck was cleared at an effective depth of
33.0 feet and the drag grounded at an effective depth of 34.0 feet.

It is recommended that the present charted depth of 33.0 feet
be retained for this wreck and that it be moved west a few meters to
the 1950 position.

Items No. 8 and 9 list a wreck and an obstruction in the vicinity
of Item No. 7. The area extending out over one mile in all directions
from the reported positions of the wreck and obstruction were wire
dragged at effective depths ranging from 33.5 to 41.5 feet, except
where the drag was towed along the bottom, and the entire area was
clear except for the wreck in Item No. 7.

ITEMS
8 & 9
Not plotted.

It is recommended that no further search be made for this wreck
and obstruction and that the wreck found under Item No. 7 be listed as
probably being the wreck of the barge WAYNE.

Depths are based on ~~predicted~~ tides for the vicinity.
true

G. R. Fish
Comdr., USC&GS
Comdg. Ships PARKER, BOWEN, & STIRNI

cc: Supervisor, Eastern District

2392(50) 17.2

FATHOGRAM LIST SHEET
(PBS-WD-4150)

<u>ITEM</u>	<u>NO. OF FATHOGRAMS</u>
#2	1
#4	2
#5	1
#6	1
#7	1
#10	2
#11	2
#42	1
#66	2
#68	1
Twenty Eight Foot Shoal Lighted Bell Buoy #1	1
Soundings in vicinity of above buoy	1
Ludlam Beach Lighted Bell Buoy 2LB	1
Marker for above	1
Five Fathom Bank, North Lighted Whistle Buoy 2FB	1
Marker for above	1
Five Fathom Bank, West Lighted Whistle Buoy 3FB	1
Marker for above	1
Great Egg Inlet Outer Lighted Bell Buoy, 'GE'	1

GEOGRAPHIC NAMES

Survey No. **F. E. No. 1, 1951.**
W. D.

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
<u>Atlantic Ocean</u>				(for title)					1
<u>New Jersey</u>				(" ")					2
									3
									4
									5
									6
				Names underlined in red are approved 6-1-51					7
							L. Heck		8
									9
									10
									11
<u>Atlantic City</u>				(locations of tide gauges)					12
<u>Sandy Hook</u>									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

REVIEW OF FIELD EXAMINATION FE-2, 1951

The Field Examination was made to locate and determine the least depths over wrecks or obstructions which are designated as follows:

Items 41 and 42 of Supplemental Instructions dated 8 April 1949.

Items 2 and 4 to 11 (inclusive) of Supplemental Instructions dated 23 April 1949.

Items 66 and 68 of Supplemental Instructions dated 12 December 1949.

The results of the wire-drag examinations are tabulated on the obstruction sheet in the Descriptive Report and are plotted on the accompanying 5 sections of boat sheet.

The following buoys whose positions were determined during the present survey, fall outside the limits of the accompanying boat sheet sections:

<u>Buoy</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Sounding at Buoy(ft.)</u>	<u>Bottom Characteristic</u>
RB N "FFB"	38° 53'	1682m 74° 37'	1430m	
R Whistle				
"2-FB"	38° 57'	1830m 74° 31'	996m	61 crs bn S
marker	38° 57'	1778m 74° 31'	1132m	63
BW Lt. Bell				
"GE"	39° 16'	00.0m 74° 31'	806m	40 fine gy S

The following buoys were off their stations at the time of the present survey:

<u>Buoy</u>	<u>Chart location</u>	<u>Location on present survey</u>
	<u>Latitude</u> <u>Longitude</u>	

Chart 1217 (Latest print date 1-8-51)

Lt. Gong	39° 05.58'	74° 34.62'	176m southwestward
Lt. Red			
Whistle"2-FB"	38° 58.20'	74° 31.56'	416m southwestward
Lt. Black			
Whistle"3-FB"	38° 58.40'	74° 39.14'	216m northwestward

Chart 1219 (Latest print date 11-7-50)

RB N "FFB"	38° 53.68'	74° 37.83'	368m northwestward
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FE-2 (1951)

The charted positions of the buoys adequately mark the features intended.

The work was applied to Charts 1217 (print date 1-8-51) and 1219 (print date 11-27-50) from advance information of this survey; the charted information pertaining to the wrecks is correct, except for minor differences of 1-2 ft. in clearance depths.

The Descriptive Report and attached correspondence adequately cover all matters pertaining to this examination. No further discussion is considered necessary.

7-13-51

I. M. Zeskind

Inspected by: R. H. Carstens

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

24 May 1951

Division of Charts: R. H. Carstens

Plane of reference approved in 9
volumes of sounding ~~records for~~
and Wire Drag records for

~~HYDROGRAPHIC SHEET~~

FE NO 2, 1951

Locality New Jersey Coast, Atlantic Ocean

Chief of Party: G. R. Fish in 1950

Plane of reference is mean low water, reading

4.3 ft. on tide staff at Atlantic City

15.6 ft. below B. M. 32 (1922)

3.9 ft. on tide staff at Sandy Hook

9.3 ft. below B. M. 2 (1923)

Height of mean high water above plane of reference is as follows:

Atlantic City = 4.1 feet

Sandy Hook = 4.6 feet

Condition of records satisfactory except as noted below:

E. C. McKay
Section

Chief, ~~Division~~ of Tides and Currents.

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. .F.:E. No. 1, 1951.
W. D.

Records accompanying survey:

Boat sheets .2...; sounding vols.; wire drag vols. 2....;
bomb vols.; graphic recorder rolls 1 env.;
special reports, etc. 1 Descriptive Report, 1 Vol. Smooth Tender Record.
.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	604
Number of positions checked	.....	20
Number of positions revised	.....	2
Number of soundings revised (refers to depth only)	.....	0
Number of soundings erroneously spaced	.....	0
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	..... 0
Junctions	Time	..... 0
Verification of soundings from graphic record	Time	..... 1 hr.

Verification by *Lu Zeskund* Total time 24 Date 7-9-51

Reviewed by *Lu Zeskund* Time 8 Date 7-10-51

24'

74°22'

21'

58'

20

28

WRECK 239

No obstruction found.
Wire-drag touched bottom
over portions of this area.

56'

30

22

82

Location of reported
obstruction.

78

38°54'

32

24



43'

42'

74° 40'

B Whistle
"3FB" marker

58'

58'

12

30

WRECK 240 (1)
(Part of wreck)
Cleared by 36 ft.

Lt. Ball "I"

56'

38° 56'

WRECK 240 (2)
(Part of wreck)
Cleared by 33 ft.

32

14

34

54'

54'

16

YD

34'

32'

74° 30'

28'

WRECK ITEM 12
No obstruction found.
Wire-drag touched bottom
over portions of this area.

10

10

12'

Location of
reported obstruction

39°10'

WRECK 837
Cleared by 45 ft.

08'

WRECK 235
Cleared by 43 ft.
Actual sounding 49 ft.

06'

Lt. Bell
"2LB"
marker
5854
crs 675 5/8

Lt. Gong "1"
marker
38
hrd

18

42'

74°
70° 40'

38'

36'

06'

WRECK ITEM 7
Cleared by 33 ft.
Actual sounding 38 ft.

WRECK 727(3) (Wreckage)
Cleared by 38 ft.
Wire-drag touched bottom
over portions of this area.

WRECK 727(2) (Wreckage)
Cleared by 34 ft.
Wire-drag touched bottom
over portions of this area.
Actual sounding 38 ft.

WRECK ITEM 5(1)
Cleared by 30 ft.

WRECK 836
Cleared by 36 ft.
Actual sounding 40 ft.

WRECK 727(1)
Cleared by 21 ft.

WRECK ITEM 5(2) (Wreckage)
Cleared by 37 ft.
Wire-drag touched bottom
over portions of this area.

WRECK 237
Cleared by 24 ft.
Actual sounding 27 ft.

39'00"

NAUTICAL CHARTS BRANCH

SURVEY NO. F. E. N. 2, 1951.
W. B.

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

all time

John